



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: NORTH AMERICAN FREE TRADE AGREEMENT AND SPECIALTY AIR SERVICES OPERATIONS **Date: 11/9/99** **AC No: 00-60**
Initiated By: AFS-820

1. PURPOSE. This advisory circular (AC) provides information for aircraft operators from the United States who plan to conduct specialty air service (SAS) operations in Canada or Mexico in accordance with the North American Free Trade Agreement (NAFTA). It also provides information for aircraft operators from Canada or Mexico who plan to conduct SAS operations in the United States,

2. FOCUS. This advisory material applies to operators in each NAFTA signatory country who wish to conduct a cross border SAS, as defined in Article 1213 of NAFTA. This information is exclusive to NAFTA SAS operations and is not to be used for any other purpose.

3. GLOSSARY. The following are referenced in this document:

a. Civil Aviation Authorities (CAA).

- (1) Dirección General de Aeronautica Civil (DGAC) - Mexico.
- (2) Federal Aviation Administration (FAA) - United States of America.
- (3) Transport Canada Civil Aviation (TCCA) - Canada.

(4) National CAA. The CAA responsible for the regulatory control of an operator when it applies for operating authority in another NAFTA country. The national CAA will normally be the state of registry for the aircraft. The state of registry is responsible for the regulatory oversight of aircraft on its register, including, but not limited to, maintenance and inspection requirements.

(5) Host CAA. The CAA of a NAFTA country in which cross border SAS operations are being conducted.

b. Operator. The organization engaged in a commercial SAS operation.

c. Flight Training. A term that applies to the following:

(1) **Certified Flight Schools.** Those schools that hold an operating permit or certificate issued by a CAA to conduct approved training for any pilot qualification.

(2) **Flight Training Operators.** Those operators conducting training for an agricultural rating, a seaplane rating, a multiengine rating, a type rating, an instrument rating, an airline transport pilot license, or currency requirements.

(3) **SAS Operators.** Those operators conducting specific operational training for a particular SAS. Type rating training may be included if the aircraft is used in that specific operation and is specified on the air operator certificate or the NAFTA operating authority.

4. DEFINITIONS OF SAS. The following is a list of SAS's identified by NAFTA and shall include any other special purpose operations determined by the three CAA's to have similar characteristics. NAFTA SAS's are specialized commercial-aviation operations involving the performance of the following:

a. Aerial Mapping. The operation of an aircraft for the purpose of mapping by use of a camera or other measuring and recording devices.

b. Aerial Surveying. The operation of an aircraft for the purpose of surveying by use of a camera or other measuring and recording devices.

c. Aerial Photography. The operation of an aircraft for the purpose of taking photographs or recording information by use of a camera or other measuring and recording devices.

d. Forest Fire Management. The operation of an aircraft for the purpose of fire detection and control or dispensing any substance intended for forest fire suppression and prevention. This does not include carrying firefighters.

e. Firefighting. The operation of an aircraft for the purpose of dispensing water, chemicals, and fire retardant intended for suppressing a fire.

f. Aerial Advertising. The operation of an aircraft for the purpose of skywriting, banner towing, displaying airborne signs, dispensing leaflets, and making public address announcements.

g. Glider Towing. The towing of a glider by a powered aircraft equipped with a tow hitch.

h. Parachute Jumping. The operation of an aircraft for the purpose of allowing a person to descend from that aircraft in flight using a parachute during all or part of that descent.

i. Aerial Construction. The operation of a rotorcraft for the purpose of conducting external load operations in support of construction, hoisting of utilities, powerline construction, and erection of special purpose towers.

j. Heli-Logging. The operation of rotorcraft for the purpose of transporting timber suspended from the fuselage.

k. Aerial Sightseeing. The operation of an aircraft, for the purpose of providing recreation to passengers, which originates and terminates at the same airport.

1. Flight Training. Training provided by certified flight schools and flight training operators who follow an approved ground and flight syllabus which permits students to meet all certification requirements for obtaining an airman certificate or rating; also operational training provided by SAS operators.

m. Aerial Surveillance and Inspection. The operation of an aircraft for the purpose of conducting aerial observation and patrols of surface events and objects.

n. Aerial Spraying. The operation of an aircraft for the purpose of dispensing any chemicals, materials, or substances for the benefit of agriculture, horticulture, and forestry. The specific type of aerial spraying would include those applications intended for plant nourishment, soil treatment, propagation of plantlife, pest control, but not including the dispensing of live insects.

5. RELATED READING MATERIAL. The information contained in this AC complements the publications listed below.

a. Annex 2 to the International Civil Aviation Organization (ICAO) *Convention on International Civil Aviation*.

h. Aeronautical Information Publication (ALP.) Canada - Canada.

c. Publicación de Información Aeronautica (PIA) - Mexico.

d. Aeronautical Information Manual (AIM)/Aeronautical Information Publication (AIP) - United States.

6. BACKGROUND.

a. Ratified by Canada, the United Mexican States, and the United States of America, NAFTA came into force on January 1, 1994. Among other things, NAFTA opened up cross border trade in SAS, defined in Article 1213 of NAFTA as aerial mapping, aerial surveying, aerial photography, forest fire management, firefighting, aerial advertising, glider towing, parachute jumping, aerial construction, heli-logging, aerial sightseeing, flight training, aerial inspection and surveillance, and aerial spraying services. The effective date of NAFTA coverage for some of these services was January 1, 1994, while coverage for other services was to be phased in for each signatory country in accordance with Annex B to NAFTA (see appendix 1).

b. Meetings of government officials led to the issuance of a joint statement establishing working groups "to discuss standards and regulations pertaining to specialty air services" and began a process for the "smooth implementation" of SAS operations. Representatives from the three CAA's formed a steering committee to provide leadership during the process, and technical experts from each country constituted working groups covering the areas of airworthiness, flight operations, and personnel licensing. This document identifies the processes resulting from the efforts of the steering committee and working groups.

7. HOW TO APPLY FOR AUTHORITY TO CONDUCT NAFTA SAS OPERATIONS.

a. The following is the process the FAA will use to issue the NAFTA authorizations:

(1) Operators from the United States who wish to conduct a NAFTA SAS operation in either Canada or Mexico must submit a completed FAA Form 77 1 I-2, Application for a Certificate of Waiver or Authorization, to their local Flight Standards District Office (FSDO). The FSDO will review the completed application, conduct an aircraft check to ensure airworthiness, and ensure that all pilots named on the application are qualified to conduct the SAS operation. When the FSDO is satisfied that the operator can safely conduct the requested SAS operation, they will forward a copy of the application, approved by the FSDO manager, to FAA headquarters, Operations and Safety Program Support Branch, AFS-820, via facsimile (see appendix 3). The original must follow by mail. AFS-820 will prepare and issue to the applicant FAA Form 771 I-1, Certificate of Authorization, listing the SAS operations authorized. This authorization normally will be valid for a maximum of 1 year and will contain any special provision necessary for NAFTA operations. Under some circumstances, for example, an operator whose operating certificate expires sooner than 12 months should be issued an authorization not to exceed the expiration date of their operating certificate. The authorization may be renewed with an application from the operator and by a continued showing of competency. The authorization may also be revised to add or delete an SAS, aircraft, or pilots' names as necessary. The operator should then present FAA Form 77 1 I-1 along with any other required documentation to TCCA or DGAC for their review. TCCA or DGAC will issue its authorization to conduct the requested SAS operation in Canada or Mexico based upon the FAA's NAFTA authorization (see appendix 2).

(2) Canadian or Mexican operators who wish to conduct NAFTA SAS operations in the United States must submit a copy of the NAFTA authorization issued by their respective CAA and a completed FAA Form 77 1 I-2 to FAA headquarters, AFS-820, for processing. They will review the application package and prepare and issue FAA Form 77 1 I-1 authorizing the SAS operations contained on the CAA NAFTA authorization. The FAA authorization will be valid for 1 year and will contain any special provisions necessary for NAFTA operations. FAA Form 77 1 I-1 may be renewed with an application from the operator and a valid national CAA NAFTA authorization. FAA authorizations may also be revised to add or delete aircraft, pilot names, or SAS as necessary.

(3) For those operations currently covered by NAFTA, that is, those SAS operations that are currently entered into force (EIF) (see appendix 1), Canadian and Mexican operators must obtain a blanket foreign aircraft permit under Title 14 of the Code of Federal Regulations (14 CFR) part 375 to conduct those operations in the United States. The blanket foreign aircraft permit can be obtained via the Internet on the World Wide Web. The web site uniform resource locators are:

(a) <http://www.tc.gc.ca/aviation/commerce/advisory/ac0073re.htm> or

(b) <http://ostpxweb.dot.gov/aviation/IntAv/airnafta.pdf>

(4) Operators should scroll to the bottom of the page and look for the section labeled "Back orders," select "Third Quarter 1997," and find: Order 97-7-03 – HTML or Adobe PDF, with the following description:

In the matter of SPECIALTY AIR SERVICE OPERATORS OF CANADA AND MEXICO authority to conduct agricultural and industrial operations in the United States under 14 CFR part 375 and the North American Free Trade Agreement.

(5) The granting of a NAFTA authorization to conduct SAS, does not confer the right for the operators' crewmembers to work in a host country. The operator must contact the host Immigration Department in advance of any commitment to a contract to ensure that their pilots and mechanics will be able to obtain temporary entry for employment.

b. Operational Conditions. SAS operators should consider the following aircraft requirements:

(1) The current and valid certificate of airworthiness and certificate of registration are required from the national CAA. The operator must provide the national CAA with proof of the validity of the documents.

(2) Aircraft must have an original FAA or TCCA civil type certificate for all SAS operations. Ex-military aircraft which have restricted category certification based on military experience only are not eligible, while those which are operating as civil types may be eligible, provided that they meet civil standards and are in a civil type configuration.

(3) Foreign (third-country) type-certificated aircraft must have both an FAA and a TCCA type certificate.

(4) Changes in type designs (that is, supplemental type certificates or repair design certificates) issued by third countries on their own designs and manufactured products will be acceptable, provided that there is a bilateral airworthiness agreement or the equivalent with either the FAA or TCCA which specifically addresses design standards.

(5) Primary category aircraft will not be used for flight training. Standard category airworthiness certificates normally will be required, except as otherwise approved by the host CAA. SAS operators may conduct operational training in aircraft that are approved for the particular SAS.

c. SAS Operations. Operators should consider the following while planning SAS operations:

(1) As required by Annex 2 to the ICAO Convention, operators must comply with the general operating and flight rules of the host country. Operators should be aware that there are significant differences in the visual flight rules (VFR) for each country.

(2) Operators must deal with other government agencies including customs, trade and commerce, immigration, and environment, and other applicable agencies as necessary.

(3) The SAS operator must contact the host CAA (see appendix 3) before commencing initial SAS operations in each geographic area, upon changing the type of SAS operation being conducted, or upon subsequently returning to the original geographic area.

(4) Operators based in one host country and operating in another host country require authorization from each host CAA.

(5) As a minimum, a current and valid commercial pilot license issued by the national CAA is required for the specific operation.

(6) Flight instruction toward the issuance of national CAA licenses, permits, and ratings may be conducted in any host country by a person who holds a valid commercial pilot license and/or flight instructor rating as applicable for the type of instructional activity, and who satisfies requirements of the national CAA.

(7) Flight instruction toward the issuance of host CAA licenses, permits, and ratings may be conducted in any host country by a person who holds a valid commercial pilot license and/or flight instructor rating as applicable for the type of instructional activity, and who satisfies additional requirements specified by the applicable host CAA (see appendix 4).

(8) Flight training operating authority will be granted to certified flight schools, flight training operators, and SAS operators according to the conditions specified by the host CAA.

(9) Agricultural aircraft may be operated at an increased maximum takeoff weight (MTOW) if an increased MTOW has been authorized by the national CAA, and if the increase does not exceed 1.25 times the MTOW.

(10) Maintenance must be performed in accordance with the requirements of the national CAA.

(11) Sightseeing operations must be conducted by operators certificated by their national CAA for commercial passenger-carrying operations. (See subparagraph d(3)(d) for operations in the United States.)

(12) The movement of essential personnel from base camp to a fire zone or from one base camp to another to continue firefighting is air transportation if the aircraft operator is compensated for the carriage. Air transportation is not permitted under NAFTA.

d. Specific Requirements. The following are required in the country specified.

(1) For Operations in Canada:

(a) Operators must provide TCCA with the name of the appropriately rated approved maintenance organization where maintenance can be performed.

(b) Operators must identify to TCCA the type of inspection or maintenance program being used for each aircraft type (i.e., progressive, annual/100-hour intervals, or according to the manufacturer's recommended program or an approved program).

(c) Proof of insurance must be carried on board the aircraft (see appendix 5).

(d) Operators must comply with the survival equipment requirements applicable to the operations to be conducted (see appendix 6).

(e) Mexican flight schools must designate a qualified flight instructor responsible for operational control.

(f) The FAA must verify that repair data developed under Special Aviation Federal Regulations (SFAR) 36 and FAA field approvals conform with Airworthiness Policy Letter No. 22 prior to the issuance of a NAFTA Air Operator's Certificate.

(g) Operators must comply with the flight time limitations, regulations, and standards applicable for the operations to be conducted. Canadian Aviation Regulations (CAR) 700.15 and Commercial Aviation Standard (CAS) 720.15.

(2) For Operations in Mexico:

(a) Operators must provide DGAC with the name of the appropriately rated repair stations where maintenance can be performed.

(b) The PIA must be used for all operations and carried on board the aircraft.

(c) Proof of insurance must be provided with the application before a permit can be issued and must be carried on board the aircraft (see appendix 5).

(d) Operations will be conducted from approved runways or sites, unless otherwise authorized.

(e) A special permit must be obtained for handling fuel other than at approved fueling facilities.

(f) Operators must participate in alcohol and drug-testing programs when conducting SAS operations.

(g) Operators must comply with the survival equipment requirements applicable to the operations conducted (see appendix 6).

(h) All night flights under VFR must have a special authorization.

(i) Flight training schools must obtain a public education certificate or a letter of authorization from the Secretaria de Educación Pública to teach ground school.

(j) In addition to the DGAC authorization, operators of SAS (aerial photography, aerial surveying, and aerial mapping) must obtain permission from the Secretaría de la Defensa Nacional.

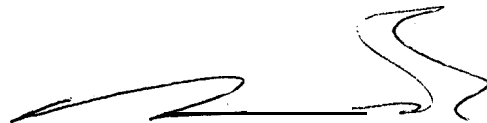
(3) For Operations in the United States:

(a) Operators must participate in alcohol and drug-testing programs when conducting sightseeing operations from a base in the United States (see appendix 3).

(b) The maintenance and alteration of the main and auxiliary parachutes must be carried out in accordance with the provisions of 14 CFR part 105, sections 105.43(a)(1) and 105.43(a)(2)(i).

(c) U.S. Department of Transportation Order 97-7-03 (Specialty Air Service Operators of Canada and Mexico) must be carried on board the aircraft.

(d) Sightseeing operations are limited to within a 25-statute mile radius of the originating airport (14 CFR part 119, section 119.1(e)(2)).

A handwritten signature in black ink, appearing to read 'L. Nicholas Lacey', with a stylized, wavy flourish extending from the end of the signature.

L. Nicholas Lacey
Director, Flight Standards Service

APPENDIX 1. PHASE-IN SCHEDULE OF NAFTA SAS

Service Category	Mexican	Canadian and United States
Aerial Advertising	EIF*	EIF
Aerial Construction	EIF	EIF
Aerial Inspection or Surveillance	January 1, 2000	EIF
Aerial Mapping	January 1, 2000	EIF
Aerial Photography	January 1, 2000	EIF
Aerial Sightseeing	EIF	EIF
Aerial Spraying	January 1, 2000	January 1, 2000
Aerial Surveying	January 1, 2000	EIF
Firefighting	EIF	EIF
Flight Training	EIF	EIF
Forest Fire Management	EIF	EIF
Glider Towing	EIF	EIF
Heli-logging	EIF	EIF
Parachute Jumping	EIF	EIF

*EIF = entered into force

APPENDIX 2. SAMPLE DOCUMENTS

This appendix contains sample documents that may be used by operators when applying for SAS authority in each NAFTA signatory country.

1. Operators Applying to a National CAA.

a. In Canada: NAFTA Form 26-0509, Application for Specialty Air Service Operations.

b. In Mexico: Letter of Application for Operations Under NAFTA.

c. In the United States: FAA Form 7711-2, Application for Certificate of Waiver or Authorization.

2. Operators Applying to a Host CAA.

a. In Canada: NAFTA Form 26-0509, Application for Specialty Air Service Operations.

b. In Mexico:

(1) Letter of Request for Operations Under NAFTA.

(2) Proof of Insurance.

c. In the United States: FAA Form 771 1-2, Application for Certificate of Waiver or Authorization.

NOTE:

- **National CAA authorization is required as part of the host application process.**
- **The host CAA will provide an information package outlining the application requirements.**

APPENDIX 2. SAMPLE DOCUMENTS (Continued)



Transport Canada Transports Canada
Civil Aviation Aviation civile

File No. • Dossier n°
6258 •

5260 •

APPLICATION FOR SPECIALTY
AIR SERVICE OPERATIONS • NORTH
AMERICAN FREE TRADE AGREEMENT (NAFTA)

Application is hereby made requesting an air operator certificate to authorize a person who is a citizen, permanent resident or corporation of the United States of America or Mexico eligible to operate specialty air services in Canada. In accordance with Chapter Twelve, Annex 1 • Canada of the North American Free Trade Agreement, the particulars of which are stated as follows:


DEMANDE POUR OPÉRATIONS
DE SERVICES SPÉCIALISÉS - ACCORD-DE
LIBRE-ÉCHANGE NORD-AMÉRICAIN (ALÉNA)

Nous demandons, par la présente, un certificat d'exploitation aérienne pour autoriser une personne qui est citoyen ou résident permanent ou une société par action des États-Unis d'Amérique ou du Mexique, éligible à exploiter des services aériens spécialisés au Canada, conformément au Chapitre Douze Annexe 1 • Canada, l'accord de libre-échange nord-américain, selon les informations mentionnées suivantes:

PART I - TO BE COMPLETED BY APPLICANT • PARTIE 1 - À ÊTRE REMPLIE PAR LE REQUÉRANT			
Name, Address & Postal Code of applicant. Nom, adresse et code postal du requérant		Principal place of business of applicant • Le bureau d'affaire principal du requérant	
Telephone • Téléphone	Facsimile • Facsimile	Telex • Télec	Incorporated • Constituée
Area Code Ind. rég.	No. • N°	No. • N°	Y-A Date M D-J
		<input type="checkbox"/> Yes Oui <input type="checkbox"/> No Non	
I understand that • Je comprends que		Yes • Oui No • Non	
I am a permanent resident or corporation of the U.S.A. or Mexico Je suis résident permanent ou une société par action des E.U.A. ou du Mexique.		<input type="checkbox"/> cl <input type="checkbox"/>	
I or the corporation is eligible to operate Specialty Air Services in accordance with NAFTA. Je suis ou la société par action est éligible à exploiter des services aériens spécialisés conformément à l'ALÉNA.		<input type="checkbox"/> cl <input type="checkbox"/>	
I have or the corporation has authorization from the State of the Operator to operate a Specialty Air Service in our country. J'ai ou la société par action a l'autorisation de l'État de l'exploitant à exploiter des services aériens spécialisés dans notre pays.		<input type="checkbox"/> <input type="checkbox"/>	
Attached Copy • Pièce ci-jointe <input type="checkbox"/> NAFTA (SAS) Certificate of Authorization Certificat d'autorisation (SAS) ALÉNA			
Proposed Types of Specialty Services (NAFTA) - Types de services spécialisés proposés (ALÉNA)			
<input type="checkbox"/> Aerial Advertising Photographie aérienne	<input type="checkbox"/> Aerial Construction Construction à moyen d'aéronefs	<input type="checkbox"/> Aerial Inspection and Surveillance Inspection et surveillance aérienne	<input type="checkbox"/> Aerial Mapping Cartographie aérienne
<input type="checkbox"/> Aerial Photography Photographie aérienne	<input type="checkbox"/> Aerial Sightseeing Excursion aérienne	<input type="checkbox"/> Aerial Spraying Pulvérisation aérienne	<input type="checkbox"/> Aerial Surveying Levée topographique aérienne
<input type="checkbox"/> Fire Fighting Lutte contre incendie	<input type="checkbox"/> Flight Training Formation au pilotage	<input type="checkbox"/> Forest Fire Management Gestion des incendies de forêt	<input type="checkbox"/> Glider Tower Remorquage de planeurs
<input type="checkbox"/> Helicopter Landing Hélicoptère	<input type="checkbox"/> Parachute Jumping Sauts en parachute	<input type="checkbox"/> External Load Charge externe	c i
NAFTA - Flight Training • ALÉNA - Formation au pilotage <input type="checkbox"/> Aeroplane Avion <input type="checkbox"/> Helicopter Hélicoptère			
<input type="checkbox"/> Recreational Pilot Pilote de loisir	<input type="checkbox"/> Night Rating Qualification vol de nuit		
<input type="checkbox"/> Private Pilot Pilote privé	<input type="checkbox"/> Aerobatic Volige		
<input type="checkbox"/> Commercial Pilot Pilote professionnel	<input type="checkbox"/> VFR Over-the-Top Rating Qualification VFR OTT		
<input type="checkbox"/> Instrument Rating Qualification aux instruments	<input type="checkbox"/> Seaplane Rating Qualification sur hydravions		
<input type="checkbox"/> Multi-engine Rating Qualification multimoteurs			
<input type="checkbox"/> Instructor Rating Qualification d'instructeur			
<input type="checkbox"/> Other (Please specify) Autre (spécifié)			
MANAGERIAL PERSONNEL - PERSONNEL DE GESTION			
Name • Nom			
All the statements contained herein are true and complete to the best of my knowledge		A ma connaissance, tous les renseignements fournis dans la présente sont vrais et complets.	
Date (Y-A - M - D-J)	Signature (of person duly authorized to execute this application on behalf of the air operator) (de la personne dûment autorisée à exécuter cette demande au nom de l'exploitant aérien)		Title • Titre
PART II - TO BE COMPLETED BY DOT OFFICE • PARTIE II - À ÊTRE REMPLIE PAR LE BUREAU DU M.D.T.			
Commercial and Business Aviation - Aviation civile et d'affaires			
General Aviation - Aviation générale			
Airworthiness - Navigabilité aérienne			

APPENDIX 2. SAMPLE DOCUMENTS (Continued)

No certificate may be issued unless a completed application form has been received (14 C.F.R. 91, 101, and 105).

 U.S. Department of Transportation Federal Aviation Administration		Form Approved: O.M.B. No. 2120-0027	
APPLICANTS — DO NOT USE THESE SPACES			
APPLICATION FOR CERTIFICATE OF WAIVER OR AUTHORIZATION		Region _____	Date _____
		Action <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved — Explain under "Remarks"	
		Signature of authorized FAA representative _____	

INSTRUCTIONS			
<p>Submit this application in triplicate (3) to any FAA Flight Standards district office.</p> <p>Applicants requesting a Certificate of Waiver or Authorization for an aviation event must complete all the applicable items on this form and attach a properly marked 7.5 series Topographic Quadrangle Map(s), published by the U.S. Geological Survey (scale 1:24,000), of the proposed operating area. The map(s) must include scale depictions of the flightlines, showlines, race courses, and the location of the air event control point, Police dispatch, ambulance, and fire fighting equipment. The applicant may also wish to submit photographs and scale diagrams as supplemental material to assist in the FAA's evaluation of a particular site. Application for a Certificate of Waiver or Authorization must be submitted 45 days prior to the requested date of the event.</p> <p>Applicants requesting a Certificate of Waiver or Authorization for activities other than an aviation event will complete items 1 through 8 only and the certification, item 15, on the reverse.</p>			
1. Name of organization [Full name of company]		2. Name of responsible person [Full name of contact]	
i. Permanent mailing address [Self-explanatory]	House number # ± street □ route # □ □ □ [Self-explanatory]	City _____ State and ZIP code _____	Telephone No. _____
i. FAR section and number to be waived [Include all applicable sections]			
Detailed description of proposed operation (Attach supplement if needed) [Enter the statement, "In accordance with AC[insert number]."]			
i. Area of operation (Location, altitudes, etc.) [Self-explanatory]			
a. Beginning (Date and hour) [Self-explanatory]		b. Ending (Date and hour)	
Aircraft make and model (a) [Include	Pilot's Name (b) [Self-explanatory]	Certificate number and rating (c)	Home address (Street, City, State) (d)
registration number for each air- craft.]			

FAA Form 7711-2 (6-86) Supersedes Previous Edition

APPENDIX 2. SAMPLE DOCUMENTS (Continued)

ITEMS 9 THROUGH 14 TO BE FILLED OUT FOR AIR SHOW/AIR RACE WAIVER REQUESTS ONLY.				
9. The air event will be sponsored by:				
10. Permanent mailing address	House number and street or route number	City	State and ZIP code	Telephone No.
11. Policing (Describe provisions to be made for policing the event.)				
12. Emergency facilities (Mark all that will be available at time and place of air event.)				
<input type="checkbox"/> Physician <input type="checkbox"/> Fire truck <input type="checkbox"/> Other — Specify _____ <input type="checkbox"/> Ambulance <input type="checkbox"/> Crash wagon _____				
13. Air Traffic control (Describe method of controlling traffic, including provision for arrival and departure of scheduled aircraft.)				
14. Schedule of Events (Include arrival and departure of scheduled aircraft and other periods the airport may be open.)				
Hour (a)	Date (b)	Event (c)		
		<p>[Sections 9-14 not applicable; be sure to sign and date in section 15 below.]</p>		
<p><i>If sufficient space is not available, the entire schedule of events may be submitted on separate sheets, in the order and manner indicated above.</i></p>				
<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 5px; margin-right: 10px; text-align: center;">Please Read</div> <div> <p>The undersigned applicant accepts full responsibility for the strict observance of the terms of the Certificate of Waiver or Authorization, and understands that the authorization contained in such certificate will be strictly limited to the above described operation.</p> </div> </div>				
15. Certification — I CERTIFY that the foregoing statements are true.				
Date		Signature of applicant		
Remarks				

FAA Form 7711-2 (6-88) Supersedes Previous Edition

APPENDIX 2. SAMPLE DOCUMENTS (Continued)

TEAR BEFORE	OFF USING	DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	SUPPLEMENTAL INFORMATION
CERTIFICATION OF WAIVER OR AUTHORIZATION APPLICATION new PRIVACY ACT			
The information on the accompanying form is solicited under authority of Federal Aviation Regulations Parts 91, 101, and 105.			
Submission of the information is mandatory.			
The purpose of this information is to establish eligibility for certificate of waiver or authorization,			
The data will be used for recordkeeping and statistical purposes.			
Incomplete submission may result in delay or denial of your request.			

FAA Form 7711-2 (6-86) Supersedes Previous Edition*DETACH THIS PART BEFORE USING FORM BELOW*

APPENDIX 3. CONTACT INFORMATION

Country	CAA Contact Office	Phone and Fax Numbers
Canada	Chief, Certification Standards Commercial and Business Aviation Place de Ville 330 Sparks Street Tower C, 4 th Floor Ottawa, Ontario K1A 0N8	Phone: (613) 990- 1098 Fax: (613) 954-1602
Mexico	Dirección Técnica Dirección General de Aeronautica Civil Providencia 807-4 ^o Piso Col. del Valle C.P. 03 100, Mexico, D.F.	Phone: (525) 687-76-80 Fax: (525) 523-6740
United States	FAA, General Aviation and Commercial Division, AFS-800 800 Independence Avenue, SW. Washington, DC 2059 1	Phone: (202) 267-3411 (202) 267-7952 Fax: (202) 267-5094
United States Drug and Alcohol Program Office	FAA, Implementation and Special Projects Branch, AAM-8 10 800 Independence Avenue, SW. Washington, DC 20591	Phone: (202) 267-8976 Fax: (202) 267-5200

APPENDIX 4. FLIGHT TRAINING - GENERAL

Certified Flight Schools	Flight Training Operators	SAS Operators
	Specialized training facilities (for example, Flight Safety International)	Training of pilots included, regardless of whether they are employed by that operator
All training authorized under a certificate; see Canadian Aviation Regulation (CAR) 406.02; Title 14 of the Code of Federal Regulations (14 CFR), sections 141.11/141.57; and the Ley de Aviación Civil, Article 39, and Reglamento de Escuelas Técnicas de Aeronautica (11-X-1951)	Agricultural license (DGAC)	Type rating
Recreational*	Seaplane rating	Currency requirements
Private - airplane and helicopter*	Multiengine rating	
Commercial - airplane and helicopter*	Type rating	
Flight instructor rating - airplane and helicopter*	Instrument rating	
Night-flying privileges - airplane and helicopter*	Airline transport pilot license	
	Currency requirements	

NOTE:

- The flight training listed in the first column includes specific training activities, identified by an asterisk (*), that must be conducted under the authority of a certified flight school.
- The flight training listed in the second column may be conducted by certified flight schools or by instructors operating under the authority of a flight training operator.
- The flight training listed in the third column may be conducted by an instructor operating under the authority of an SAS under NAFTA for that type of SAS operation.

APPENDIX 4. FLIGHT TRAINING - GENERAL (Continued)

Additional Pilot-Instructor Qualifications

1. NIGHT TRAINING IN MEXICO.

- a. A Canadian instructor must hold an instrument rating.
- b. A U.S. instructor must hold a certificated flight instructor - instrument (CFII) rating.

2. SEAPLANE TRAINING. Canada requires instructors from Mexico and the United States to have 50 hours of flight time on seaplanes.

3. VFR OVER-THE-TOP TRAINING IN CANADA.

- a. A U.S. instructor must hold a CFII rating.
- b. A Mexican instructor must hold an instrument rating.

4. AEROBATICS TRAINING IN CANADA. Instructors certified in Mexico and the United States who wish to teach aerobatics must hold a Canadian authorization.

5. AEROBATICS TRAINING IN MEXICO. Canadian instructors wishing to teach aerobatics must hold a special permit and/or authorization.

6. TRAINING FOR A FLIGHT INSTRUCTOR RATING - AEROBATICS IN CANADA.

Instructors certified in Mexico and the United States who wish to conduct training for a flight instructor rating - airplane-aerobatics, must hold a Canadian authorization.

7. FLIGHT TRAINING FOR AN INSTRUCTOR RATING - AIRPLANE OR HELICOPTER.

a. In Canada, TCCA requires instructors from Mexico and the United States to have 750 hours flight instruction in the category (600 hours dual flight instruction for a civil pilot license), and have recommended 10 applicants for the private, commercial or recreational pilot permit (RPP) flight test (maximum 3 for the RPP). Instructors from the United States must take an evaluation flight with whomever the national CAA designates.

b. In Mexico, DGAC requires U.S. instructors to have 3 years experience as a flight instructor, 350 hours flight time in the category and class (150 hours in the aircraft), 30 hours as pilot in command in the preceding 2 months, a written examination, and a flight test at a location designated by DGAC.

APPENDIX 5. INSURANCE REQUIREMENTS

1. CANADA. SAS operators must meet the insurance requirements contained in CAR 606.02 and have passenger and third-party liability coverage to the limits specified.

2. MEXICO. SAS operators must meet the insurance requirements contained in Article 64 of the *Ley de Aviación Civil* and have passenger and third-party liability coverage to the limits specified.

3. UNITED STATES. Sightseeing operators must meet the insurance requirements contained in Part 402 of the *Department of Transportation Regulations* and have passenger and third-party liability coverage to the limits specified.

APPENDIX 6. SURVIVAL EQUIPMENT

1. OPERATIONS IN CANADA. Survival equipment must be carried on board the aircraft to satisfy CAR 602.6 1 requirements which include provisions for shelter, water, fire, and signaling. This section does not apply where the aircraft is being operated in an area and at a time of year such that survivability is not jeopardized. Specific information on the geographic location requirements is included in *A.I.P. Canada*. A.I.P. information can be obtained by calling 1-800-305-2059 or visiting <http://www.tc.gc.ca/aviation> to access the CAR.

2. OPERATIONS IN MEXICO. Survival equipment must be carried to satisfy norms 19 1, 193, 194, and 195 of the *Reglamento de la Ley de Aviación Civil*. These requirements include provisions for a first-aid kit, shelter, flotation devices (for overwater operations), a fire extinguisher, an emergency locator transmitter, emergency rations and clothing, and signaling. Emergency rations and clothing are required for remote locations only, appropriate to the area being overflown. This information can be obtained by contacting DGAC by phone at (525) 687-76-80 or by fax at (525) 523-67-40. The information will be sent by fax.

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